

ESTABLISHED IN 1895.

DILLON, SOUTH CAROLINA, THURSDAY MORNING, DECEMBER 29, 1910.

VOL. 16. NO. 46.

## LIVELY RAILROAD WAR.

BETWEEN ATLANTIC COAST LINE AND SEABOARD AT CHERAW.

## ARMED MEN GUARD CROSSING.

Seaboard Refuses to Let Coast Line Cross Its Track at Cheraw and Lively Battle Ensues.

Cheraw, Dec. 27. (Special.)—There has been a merry war on here between the Seaboard Air Line and Atlantic Coast Coast Line railway companies.

The Coast Line is building an industrial track through front street to the business part of town. It has to cross the main line of the Seaboard on Front street, which is on a heavy grade and sharp curve. The Seaboard has been fighting this, but the Coast Line won out before the railroad commission, in the circuit court and the supreme court and went ahead putting in the track.

They had their crossing frog near the Seaboard track and on Saturday the Seaboard had a wrecking train with crane to pick up the frog and carry it into North Carolina. The Coast Line then attempted to put in a temporary crossing, but the Seaboard ran a train on the crossing with Hon. W. F. Stevenson, the Seaboard's attorney, in the cab and then undertook to "kill the engine" by letting out the steam.

**Railway Men Locked Up.** The town authorities then arrested the engineer, fireman and conductor on the Seaboard for obstructing the street and locked them up and the Coast Line put a crew on the train and ran it into a siding and went ahead putting the crossing in.

Some box cars were pushed out of the sidetrack and allowed to go wild down the grade on the crossing, one of which turned over before it reached the crossing. Another car went by on its way down the grade to the river but was stopped without damage and the temporary crossing was put in. In the mean time passenger trains filled with passengers were held up for about three hours.

A big crowd gathered and enjoyed very much the tiffs between the attorneys of the two roads and the fun is not yet over, as some legal papers were served putting the fight off till Friday, at which time the Coast Line hopes the Seaboard will return the cross-over which was taken away.

## Armed Workmen.

Armed workmen of the Atlantic Coast Line have been more or less constantly opposed to train crews of the Seaboard Air Line at Cheraw since Saturday morning last and bloodshed has more than once seemed imminent over the question whether the Seaboard should yield to forcible efforts on the part of the Coast Line to construct a crossing at a grade in the town; but it is believed that an order from the South Carolina railroad commission, peremptorily demanding that the Coast Line cease work on the crossing until further orders, has temporarily relieved the tension. It is probable that the commissioners will go to Cheraw soon, perhaps Tuesday, to investigate the situation.

The question is whether the Atlantic Coast Line has sought to put in an ordinary crossing, or has provided an interlocking plant, as stipulated by the railroad commission, in its order granting permission to establish this crossing.

## Who is the Engineer?

Tuesday morning Mr. Caughman had a long-distance telephone message from Mr. P. Allston Wilcox of Florence, State counsel for the Atlantic Coast Line. Mr. Wilcox said the Coast Line was proceeding regularly at Cheraw and that the crossing was being put in—until work on it was stopped by Mr. Caughman's telegram—under the supervision of a duly appointed engineer representing the commission. This was news to Mr. Caughman. Mr. Wilcox said the engineer was his father-in-law, Mr. Brunson, and that Mr. Brunson had been engaged to do the work by Chairman Earle of the commission. Mr. Caughman says he knows nothing in the records to indicate that such an appointment had been made and he did not think Commissioner Richards knew of it.

## HAS DEAD

Young woman who was killed by a train on the Seaboard Air Line, was in Cheraw last night and will probably go back to her home on Wednesday.

## The Man to Challenge.

The negro caller of a tale from Ireland. The making inquiry was hard to satisfy, and residence of certain after juryman was asked street. This young man came to an end, even in the door bell each and at last the swearing of one in the house was completed. And then the time and when the learned over the dock and stepped inside the ear of the solicitor, and the young lad said: "but you must challenge the young man. I've been con-

dition but she said: "maybe he's beginnin' to be a right negro dice."—London Chronicle.

Dwight, Jr., is spending his parents, Charles S. Dwight.

—The State.

## A DAY OF BLOODSHED.

LONG LIST OF CHRISTMAS DAY TRAGEDIES.

## OVER THE PALMETTO STATE

Birthday of Prince of Peace a Day of Blood in Many South Carolina Towns.

Beaufort, Dec. 26.—A negro woman, Henrietta Major, locked herself in her house on the Hazell plantation, Ladies Island, Christmas night and set herself on fire, and was burned to a crisp. The coroner's verdict was that the burning was accidental.

## C. C. Faile Killed.

Lancaster, Dec. 26.—A homicide occurred day before yesterday, in the evening, in the Charlesboro section of the county, about 24 miles from Lancaster. C. C. Faile, being shot and killed by Caesar Watts, both white. The difficulty took place in front of the house of a man named Tate, in the presence of several witnesses. According to the testimony taken at the inquest, held yesterday by Coroner King, few if any words were exchanged between the two men, that Watts walked up to where Faile was standing and, drawing his pistol, fired three shots, the first into the ground, the second and third with the weapon elevated, the last striking Faile in the side, causing his death in a short while. Between the second and third shots, it is stated that Faile picked up a "grub" and threw it at Watts, striking him in the head or face, which blow was followed by the fatal shot. The jury's verdict was to the effect that Faile came to his death from a gunshot wound inflicted by Watts.

Watts disappeared after the shooting and has not yet been apprehended. Faile was a man of middle age, son of George Faile, and leaves a family. Watts is a single man.

## Young Man Kills Himself.

Lancaster, Dec. 26.—Thos. Mackey, a young white man about 18 years old, committed suicide last night by shooting himself in the head with a pistol, the tragedy occurring in the Charlotte road, about three miles north of Lancaster, opposite the residence of Mrs. Mary Montgomery. About dusk last evening he gave his knife and purse, the latter containing 60 cents, to a young friend, James Knight, declaring at the time that he was going to kill himself. Knight started to follow Mackey when the latter turned and threatened to shoot him if he did not go back.

Why the young man took his own life is not known. It is said, however, that about two weeks ago the father of a young girl to whom he was attentive threatened to shoot him if he did not desist in his attentions and that he was very much troubled and depressed on account of the incident. He was a son of Thomas Mackey, Sr., a farmer in the community.

An inquest was held this morning by Coroner King, the verdict of the jury being in accordance with the foregoing facts.

## Negro Girl Killed.

Greenville, Dec. 26.—Coroner Bateson held an inquest Sunday over the body of a negro girl, Clem Dean, who had been murdered on Christmas Eve, about ten miles from here on the Laurens road, as she was returning with her parents and some friends from a party.

From the evidence it seems that Tom Leatherwood stepped out of the bushes at the side of the road and without provocation shot the girl, killing her instantly. The slayer has not been caught.

## Rock Killed by Companion.

Rock Hill, Dec. 26.—Nolly Hancock, a 14-year-old boy, whose home is in the Highland Park village, was shot and killed to-day by a playmate, Adkins, about the same age.

The boys had been on the branch behind the mill all morning and had an old 22 calibre rifle, which had not been used recently, and it is said that they had been trying, ineffectually, to make it explode cartridges.

It is said that there was a dispute of some kind and that the Adkins boy was angered at Hancock, and when in a few feet of him, shouted a threat that he was going to kill him.

Hancock turned as the gun fired and received the ball in his breast, dying in a short time.

Adkins is under arrest. The coroner will probably sit on the case to-morrow.

## Shot Dead Through Keyhole.

Beaufort, Dec. 26.—Saturday night, between 8 and 9 o'clock, Dan Middleton, a negro, was shot in the right breast with a 38 calibre bullet, through a large keyhole in the house of Georgiana Thompson as he sat in a chair in front of the fireplace. He died in a few minutes.

Middleton, according to the Thompson woman, has been a regular visitor at her home, having persuaded her to part from her husband about two years ago. He has a wife and family. The Magistrate, T. G. White, held an inquest to-day, which was adjourned to Tuesday.

Cornelius Thompson, Zake McKnight and Georgiana are in jail, the former charged with the killing and the others as material witnesses.

## Accidentally Shot by Companion.

Hampton, Dec. 26.—Harry Mason, aged 17, was accidentally and probably fatally shot this afternoon, about 3 o'clock, by his companion and cousin, William Priester, age 19, near the home of the latter near Hampton.

The wounded boy, in company with William Priester and Tillman Crews, had started on

a bird hunt. While Crews and Mason were getting on their horses the gun in possession of William Priester, who had just gotten on his horse, was accidentally discharged and the charge entered the right side of Mason, who was standing within several feet on the ground.

The wounded boy was carried in the arms of his companions to the home of Priester and Dr. Rush was hastily summoned.

Mason was in a dying condition and sent for his little brothers and sisters and for his companion, William Priester, and stated that he did not feel mad with him for the accident. Mason is a son of D. I. Mason, of Hampton county and was spending the day with his cousin, William Priester, who is a son of John A. Priester.

After the accident occurred, William Priester became distracted and went to do himself bodily injury.

## MILLIONS ARE WASTED.

FORTUNES AND THEIR WAY OF DISAPPEARING.

## SLIPS THROUGH FINGERS.

Lubricating Boxes on Car Wheels a Great Source of Waste. Corn Waste Corn Cobs Another.

Toward the close of the year somebody or other of a mathematical or frugal turn of mind begins to figure out how much we might have saved had we begun harvesting our pennies, oil and wine at the beginning of the year, says the New York world. This time it is John T. Schaffer, inventor of labor saving and waste preventing devices, of Rochester, N. Y., who heads the van with interesting financial statistics of what might have been.

Mr. Schaffer, by the way, was the first man to put wire into glass for practical commercial purposes, thereby causing a saving in bills for broken glass. He also applied the pneumatic cushion to car bumpers for the reduction of shock in rebound, thereby causing a saving in nerves. His great hobby for 30 years has been a study of the conservation of wasted assets of the industrial world. According to data compiled by him, many millions of dollars were simply thrown away during 1910 because we let them dribble through our fingers. He has more statistics on the waste problem than probably any other man in the country. Of the long list of materials most grossly wasted in America, corn cobs, oily waste, cornstalks, sugarcane stalks and waste leather scraps are perhaps the most valuable when scientifically treated for conservation.

According to Mr. Schaffer, the lubricating boxes on railroad car wheels are one great source of unconsumed wealth. There are 10,249,462 car wheels in the United States on its passenger and freight cars and locomotives. They require on the average, 30 gallons per year, which makes the annual consumption of oil for car and engine wheels alone 397,483,860 gallons.

To take up this vast amount of waste are used, on the average of 5 pounds to each wheel. A demonstration of saving oil from waste used made by Mr. Schaffer, and from 60 pounds of the oily waste several gallons and one quart of oil was squeezed.

If, on the average, 100 pounds of waste produces only 8 gallons of oil, the amount possible to save from the oily waste used by railroads of the United States in one year would reach the total of 4,987,781 gallons, and at an average price of only 33½ cents per gallon its cash value would be \$1,366,596.

Discarded source of wealth. Mr. Schaffer claims that they can be converted into wood block in many forms, the most valuable of which are lumber, railroad ties and the basis of many kinds of furniture. He estimates that this year's crop of approximately 3,000,000 bushels of corn would produce 1,650,000,000 bushels of cobs on the basis of 55 per cent. cobs and these pressed into boards would yield 19,300,000,000 feet of lumber. Made into railroad ties the cobs would produce 412,000,000 ties, which would be enough for 13,733 miles of railroad. The cobs of the 1910 yield would, if pressed into lumber, make 150 piles the size of the Pulitzer building.

## Maple Dots.

Perdy Prevatt, of North Carolina, has moved to this section.

J. H. Jackson went to Fayetteville Friday.

Mr. and Mrs. Walter James, of Marion county, spent Xmas in this section.

Blair Harper has moved to Horry county.

J. L. McLaurin, of near Floydale, was up here one day last week.

Miss Mabel Brown, of Pembroke, N. C., is spending some time with friends in this section.

M. E. McQuage, of Brownsville, spent Xmas at the home of Mr. R. E. Cox.

C. H. Dove, of Rockfish, N. C., is spending some time in this section.

B. B. Bailey has moved to near Latta.

Mr. and Mrs. Robert Calder were hurt in a runaway while returning from the aviation meet at Dillon last Tuesday. The mule became frightened at passing vehicles and ran out of the road and threw Mr. and Mrs. Calder out of the buggy. Mrs. Calder's arm was broken and Mr. Calder was badly bruised.

Simon.

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## COURTHOUSE IS LOCATED

METHODIST CHURCH BLOCK SELECTED BY COMMISSIONERS.

## BUILDING IN CENTER OF BLOCK

Commission Pays \$10,000 For Church Site and the Messrs. Dillon Contribute Other Half of Block.

Dillon county's court house will be located in the centre of the Methodist church block. This decision was reached by the Commissioners some days ago, but through courtesy to the Messrs. Dillon who have generously offered several desirable sites free of cost, the final decision in the matter could be ascertained. The Messrs. Dillon have signified their willingness to have the court house located on the Methodist church block and have contributed the other half of the block free of cost. The court house will be located in the centre of the block and there will be ample room around the building for grass plots and lawns.

The matter of a location having been definitely decided upon the commissioners will shortly advertise for plans and as soon as the plans have been adopted the contract will be placed with some reliable builder. It is probable that work on the building will be started some time in the early spring and the building will be ready for the full term of court. The building is proposed to erect will cost about \$75,000 and will be equipped with all modern conveniences. When completed it will be one of the handsomest court houses in the State.

It is stated that the Methodist church will purchase property in another part of town and will shortly begin the erection of a \$40,000 church building.

## "THE SINS OF THE FATHER."

Thomas Dixon's New Drama Intermingles Grave and Gay in Its Picture of the South.

Who has not laughed over those straw-thatched darkies in "The Splendid" after they had seen "Clansman" and described the Ku Klux as visitants from the dead? If there be a crusty playgoer who didn't unbend then, Mirth will surely seize him when he witnesses Thomas Dixon's newest play, "The Sins of the Father." Don't fail to note the date, Monday, January 16, and the place, Dillon Auditorium of the comedy scenes in the new Dixon drama are a sure cure for the blues.

Andy is a chocolate colored butler who wants to marry a yellow "gal." He seeks the help of Minerva, an inky brunette, in his ambitious suit. Minerva is what the slang philosopher would call a winner. She is ready for Andy, more than ready. She captures him, stovepipe hat, broadcloth clothes, red vest and all. Andy struggles. Still dotting on his yellow divinity, he tells the "coal-black lady" what a bad, worthless husband he was to his first wife. He beat her and abused her without stint. "Dat's what ah calls a husband!" yells Minerva admiringly. "Come right here to me, honey, you've de man ab wants. Mah first wuz so mean-spirited dat w'en I knocked him down he nebbber fit back, but gib me presents to keep me good natured. Um, um! Ah had tel get er divorce from dat pore creature. Ah's gwine stick teh you, honey, we sho' can hab some scraps!"

Minerva in "The Sins of the Father" will be played by Agnes Earle, and Andy by Earl Lee. They couldn't have been better suited to the parts had Mr. Dixon written the roles expressly for them.

Of course the humors of Andy and Minerva are incidental to the main plot of the piece. Mr. Dixon deals an exciting story, pathetic, tragic, grave and gay by turns. The home of Major Daniel Norton in the Southern capital city is the scene. The era is thirty years after the events of Reconstruction. The sue hinges on the race problem, the love of the Major's son for a beautiful young woman suspected for a tint of negro blood.

Complication is piled upon complication till the situations of tragic intensity are developed. The love of the young people, the boy's incredulity, the girl's revolt at her terrible position, the Major's resolve to wipe out the stains of family honor, afford a succession of thrilling scenes.

William Owen, Wilbur Mason, Ruth Fielding, Cecelia Clay are the capable actors who will carry the serious interest of the play. That is the case with "The Sins of the Father" and the sunny South will be sunnier still for the fun and frolic of Andy and Minerva, relieving the tension of this remarkable emotional drama.

Seats are being rapidly subscribed, and we would advise our patrons who wish to witness the play to list their names at once as the seating capacity of the auditorium is limited.

## Card of Thanks.

To Subscribers of Southern Bell Telephone and Telegraph Company. Please accept my many thanks and appreciations for the contribution given me by you all as an Xmas gift and may the approaching New Year bring to each one of you much joy and

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## A RECORD FOR HEIGHT.

BRAVES HURRICANE TO CLIMB BATTLEMENTS OF SKY.

## TWO MILES ABOVE CROWD.

Arch Hoxsey, in Wright Machine, Matches World's Altitude Honors From French Aviator. Received as a Hero.

Los Angeles, Cal., Dec. 26.—Seventy-five thousand people saw Arch Hoxsey of the Wright team of aviators break the world's record for altitude here to-day. He soared more than two miles up into the sky, his biograph registering, 11,474 feet, or almost 1,000 feet above the altitude of 10,499 feet, recently attained by Le Gagneux at Pau, France. This is the second time the existing world's altitude record has been broken in Los Angeles. The first time being last January when Louis Paulhan rose a little over 4,000 feet.

Hoxsey accomplished his feat in a 40 mile gale that wrecked Hubert Latham's Antoinette monoplane and kept more cautious aviators on the ground.

## Sailed Into Sky.

Hoxsey sailed into the sky at 1 o'clock and at 2:45 his barograph showed the greatest height while he sailed over Venice, a seashore resort, more than 20 miles from the aviation field. Coming down he made a series of thrilling spiral glides while thousands of feet in the air. Before he came lightly to the earth, the crowd was on its feet cheering. He was lifted from the biplane by fellow aviators who perched up and down before the grand stand bearing the interpid flyer upon their shoulders.

The crowds insisted on making a hero of Hoxsey and did not give him time to doff his furs but marched him back and forth before the grandstand.

"Was it windy up there?" he was asked.

## Was Cold and Windy.

"It blew so hard," replied Hoxsey, "that my machine hardly moved and barely held its own. It was so cold that more than once I thought my carburetor was about to freeze. I made the record because I determined to keep on going until I passed Le Gagneux's record or until the carburetor froze."

The gale which Hoxsey and his brethren of the Wright camp, Parmelee and Brookings, braved successfully wrecked Latham's beautiful Antoinette machine completely. The Frenchman was among the aviators who answered the starting gun at 1 o'clock. For two hours and fifteen minutes he fought the wind which blew directly off the ocean, six miles from the aviation. Then an adverse current slapped his aeroplane downward, hurled it into a fence under the brow of a hill, and threw the aviator into a gully. The Frenchman was unhurt but his machine was a tangled mass of wire and silken fabric. The motor was the only part left intact and Latham declared that having enough parts for three extra machines, he would build a new monoplane.

## Records Telegraphed.

Telegraph certifications of the barograph reading of Hoxsey's record were sent to Clifford B. Harmon and J. K. Duffey, the president and secretary of the National Federation of Aero Clubs of America.

The one o'clock gun started the programme. Parmelee, in one of the big Wright biplanes rose for a try at the endurance and altitude prizes. He was followed by Hubert Latham, of France, in an Antoinette monoplane. A fifteen mile breeze was blowing from the ocean but did not seem to bother them. Eugene Gly, of the Curtiss team, and Parmelee to contest with Hoxsey and Latham in their Wright machines for altitude. He came down when the wind reached 30 miles an hour.

Latham battling against a gale of nearly 40 miles, gave a remarkable exhibition of remaining in the air for nearly two hours. The wind tore a sight-seeing balloon from its cable. Anchor chains hastily thrown out saved the balloon from being blown away. After braving its cable the balloon finally was driven upon one of its anchors and exploded. No one was hurt.

## Miss Fass Entertains.

Miss Fannie Fass was at home Monday evening to quite a number of friends and a delightful evening was enjoyed by the large number of guests she entertained. The home had been artistically decorated for the occasion and games were provided to add to the pleasure of the occasion. Refreshments were served at an appropriate hour and when the guests departed they were profuse in their praises of the manner in which they had been entertained by their charming hostess.

Following were the guests of the evening: Misses Vivian Whitworth, Margaret Buckner, Harriet Hamer, Louise Moore, Helen David, Gloria Stubbs, Eulah Moody and Mabel Evans; Messrs. Palmer Bethea, Ernest Cottingham, Julius Evans, Will Carter, Jack Moody, John David, Arnold Buckner, Ben Badger and Reuben Ockey.

Ask for Royal Crown flour and take no other. For sale by all leading Dillon grocers.

Royal Crown flour keeps the madam and the cook o' the terms.

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## GRACE LOST IN THE SEA.

NO NEWS FROM DARING BRITISH AVIATOR.

## GUIDED HIS PLANE INTO SEA

Believed Airman is Dead—Warships and Wireless on Lookout.

London, Dec. 28.—There was no news this afternoon of the fate of Cecil Grace, the American-born aviator who disappeared in the fog while attempting to return from Calais, France, to Dover yesterday. It is feared that he fell into the North Sea.

A great fleet of motor craft went out all night searching every nook along the east coast of England, while warships scattered along the shores and dotting the North sea swept the waters with wireless inquiry concerning the airman. These futile efforts were continued to-day. Grace went out for the Baron de Forest prize of \$20,000 offered to the British aviator who in a British-made aeroplane shall cover the greatest distance, including the passage of the English channel during the present year. T. Sopwith had set a mark of 174 miles. Grahame-White prepared for the competition, but met with a serious accident before he could get under way. The days during which the record of Sopwith might be eclipsed were few and Grace decided to make a try yesterday in the face of adverse weather conditions.

## Fog Over Channel.

A heavy fog hung over the channel and obscured the aviator soon after he ascended at Dover. He crossed the channel safely and in two hours and a half from the start passed over Calais. He reached the Belgian frontier and was going fast after Sopwith's figures when he encountered adverse winds that compelled him to turn back. He alighted west of Calais, 2:10 o'clock, and again ascended, pointing his aeroplane toward Dover.

## Again Lost in Fog.

Grace was soon once more enveloped in the fog that had become more dense. Those who saw the start say he took a northeasterly course. It is evident that he lost his bearings, for had he had his proper direction he would have reached Dover without trouble. He had the power and his aeroplane must have behaved well. Last of approaching Dover, however, was sighted later far to the north, east over the Godwin sands, the exceedingly dangerous shoals that extend off the southeast coast of England some seven miles east of Deal.

## Mistake in Reckoning.

At this point Grace made a grave mistake in his reckoning, for with land but a few miles to the west he veered to the east and when last seen was heading over the north sea. At this point he was swallowed up by the fog, and nothing whatever has transpired to throw light on his whereabouts since.

## Scouted the Coast.

The warship and merchant vessels along the east coast were alerted to keep a but their wireless of the same type as the airman.

## A TA this

It is locate embarras Nam.

The story of the Omaha by News in this way: "There is a town in Sweden by the name of Orson. Orson is one of the greatest towns in the world. Of course, Orson isn't as big as London, or New York, or Bagdad, or perhaps Oshkosh. But Orson has done something that none of the so-called 'great' cities of the world has ever done. Orson has dodged all local taxes—successfully and honestly. The Orson railway is free to every citizen of the town. The telephone service is free. Schools and libraries cost the citizens absolutely nothing—all because, a generation or two ago, the patriotic people of Orson planted trees. Orson has a municipal forest that has yielded the town \$5,000,000 in the past thirty years. And the \$5,000,000 has paid the running expenses of the town. Of course, there isn't anything to hinder any American town from doing the same thing. But we don't notice any towns doing it. To date Milwaukee seems to be the only American town that has even thought about it. But its worth thinking about, isn't it? Also it might be worth while to consider at the same time the fact that while Orson was paying her municipal expenses for the past year from the proceeds of the well-kept forest the American nation, through neglect of her forests, was suffering a loss of \$20,000,000 and more than 100 lives.

Owing to the large amount of registered mail Postmaster Husbands opened the postoffice for one hour last Sunday for the delivery of same.

Mr. R. M. Gaddy, of Chatham, Va. has recently been on a visit to many friends and relatives in our county. Accompanying him was Mr. D. J. Buchanan, a prosperous farmer of Chatham.

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